

The China Journal.

Established February, 1845.

Vol. XLIII. No. 7574.

歲八十一年七十八百八十一英

HONGKONG, MONDAY, NOVEMBER 28, 1887.

日四十十年亥

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALIAS, 11 & 12, Clement's Lane, Lombard Street, E. C. George Storer & Co., 40, Cornhill. Gurney & Gorst, Ludgate Circus, E. C. Baines & Sons, Co., 37, Walbrook, E.C. Samuel Draper & Co., 156 & 154, Leadenhall Street, W. M. Wills, 161, Cannon Street, E.C. PARIS AND EUROPE.—AMBERT FRANCE & Co., 30, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—Gordon & Gorst, Melbourne and Sydney. GEYDON.—W. M. Smith & Co., The Astorians Co., Colombo. SINGAPORE, STRAITS, &c.—SAVILE & Co., Square, Singapore. C. HENSEN & Co., Manila. CHINA.—Macao, F. A. de CRISTO, Sastre, J. G. & Co.; Amoy, N. MOALE, Fozhou, Hengchow, & Co., Shanghaia, Looe, Chawpoo, & Co., and KELLY & WALSH, Yokohama, Looe, Chawpoo & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000 RESERVE FUND, \$3,930,000 RESERVE LIABILITY OF DIRECTORS, \$7,500,000

COUNCIL OF DIRECTORS.
Chairman—D. B. BOTTONLEY, Esq.
Deputy Chairman—Hon. J. BELL IRVING.
W. H. F. DAIBY, Esq. (Hon. A. P. M. EWEN,
H. L. DALMYPPE, S. C. MICHAELSEN,
Esq.)
W. H. FORBES, Esq.
J. S. MOSES, Esq.
H. HOPPIUS, Esq. (Hon. F. D. SAISON,

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.
MANAGER.
Shanghai, EDWARD CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.
OUR Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

ON Fixed Deposits.—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, September 20, 1887. 563

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sum less than \$1 or more than \$500 at one time will not be received, no depositor may deposit more than \$2,000 at any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their current balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank, if marked *On Hongkong Savings' Bank Business*, is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,
Chief Manager.

Hongkong, September 1, 1887. 764

Intimations.

NOTICE.

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

SHIPMasters and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS, if sent to the HEAD OFFICE, No. 1, Praya Central, will receive prompt attention.

In the event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1887. 1458

NOTICE.

THE Undersigned are Sole AGENTS for Hongkong and Manila for the Sale of THE MONSTER-BAT LIME JUICE.

THE MONSTER-BAT LIME JUICE CORNERS.

A. S. WATSON & CO., LTD.

Hongkong, May 3, 1887. 304

Intimations.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS discharging BOMBAY COTTON and COTTON YARN at the Kowloon Wharves will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 Cents per holt per month will be charged.

ISAAC HUGHES,
Secretary.
Hongkong, November 7, 1887. 2184

WANTED.
A COMPETENT SUGAR-BOILER.
Address with Reference.

SUGAR RETINERY,
Footscray.

24th November, 1887. 2280

ROBES ET CONFETIONS

FRENCH DRESS-MAKER.

MRS. C. HEYMANS,

35, WELLINGTON STREET,

HONGKONG.

THE ONLY FRENCH DRESS-MAKER
IN HONGKONG.

DIPLOMA IN PARIS IN 1884.

Hongkong, October 1, 1887. 1925

NOTICE.

THE Undersigned begs to inform her numerous Customers and the General Public of HONGKONG and OUR Representatives, that she is prepared to SUPPLY FRESH MEAT, VEGETABLES, GAME, BROWNS, GAME PISS, PORK SAUSAGES, &c., &c.

All Orders will have prompt and careful attention.

LAVINIA HOPKINS,
Corner of Ningpo & Szechuen Roads,
Shanghai, 1st November, 1887. 2134

PAKHOI DISTRICT.

LOCAL NOTICE TO MARINERS,
No. 1.

PAKHOI HARBOUR,
FAIRWAY BUOYS, MARKING CHANNEL
BETWEEN TROUT STREAMS.

STRAW HATS,

MILITARY and FELT HELMETS, and

TWEED HATS and CAPS in Stock and made to order.

Hongkong, October 8, 1887. 1964

(+) NEW HATS

Business Notices.

LANE, CRAWFORD & CO.

HAVE JUST UNPACKED THE FOLLOWING
SUNDRIES:

DOUBLE BARRELLED SAFETY HAMMERLESS SPORTING GUNS, with all latest improvements.

HANGING, WALL and TABLE LAMPS.

BILLIARD BALLS, RESTS and CUES.

NEWEST NOVELS.

TEA-TASTERS' TIME GLASSES single and double.

POCKET KNIVES and FANCY CUTLERY.

HORSE CLIPPERS.

DOG COLLARS and RUG STRAPS.

WALKING STICKS and UMBRELLAS.

NEW ELECTRO-PLATED WARE.

LANE, CRAWFORD & CO.

Hongkong, November 16, 1887. 2233

W. POWELL & CO.
EX GLEN EAGLES.

FURTHER DELIVERIES OF NEW GOODS:

CASHMERE, all the New Shades.

FANCY VELVETS, Match.

8, 15, 20-Button Length SUEDE GLOVES.

New FLOWERS, FEATHERS and WINGS.

DRESS FLOWER SETS for Evening Wear.

RIBBONS and LACES in great variety.

Beads, DRESS SETS and ORNAMENTS.

Made-up COSTUMES.

All Colours in BRUSSELS and Victoria NETS.

TOYS of Every DESCRIPTION.

(TELEPHONE E. 21.)

2241

ROBERT LANG & CO.,
Tailors, Hatters, Shirtmakers & General Outfitters.

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

(+) NEW HATS

BLACK, DRAKE, and BROWN, HARD and

SOFT FELT HATS,

in a variety of New Shapes.

DRAB and GREY SINGLE and DOUBLE

TERAI HATS.

STRAW HATS,

MILITARY and FELT HELMETS, and

TWEED HATS and CAPS in Stock and made to order.

Hongkong, October 8, 1887. 1964

STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM

THE PRINCIPAL LANDING PLACES.

CHARGES MODERATE.

TIPPIN at 1 o'clock DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WINE, SPIRITS and MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

NOTICE TO MARINERS.

THE HOTEL IS UNPARSED FOR COMFORT, CONVENIENCE AND QUICK SERVICE.

CONTINENTAL LANGUAGES ARE SPOKEN.

MESRS. DORABEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

Intimations.

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, NO. 5, QUEEN'S ROAD.

ADJUSTMENT OF BONUS FOR THE YEAR 1886.

SHAREHOLDERS in the above Com-

PANY are requested to furnish their

Underwriting with a List of their Con-

TRIBUTORS for the year ending 31 December

last, in Order that the DISTRIBUTION

OF PROFITS reserved for CONTRIBUTORS

may be arranged. Returns not rendered

to the TIME-DEADLINE of NOVEMBER

LAST, will be adjusted by the Company,

and no Claims or Alterations will be sub-

sequently admitted.

JARDINE, MATHESON & CO.,
General Managers,
Hongkong Fire Insurance Company,
Limited.

Hongkong, October 15, 1887. 2010

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1886.

SHAREHOLDERS are hereby requested

to send in to this Office a List of their

Contributions for the year end-</

To-day's Advertisements.

FOR SINGAPORE.

The Steamship
"Pentaur,"
Captain Ivanoff, will be
despatched at above To-
MORROW, the 29th instant, at 2 p.m.,
instead of as previously advertised.

For Freight or Passage, apply to
AH YON & Co.
Hongkong, November 28, 1887. 2313

FOR SHANGHAI.

The Steamship
"Perry,"
Capt. G. H. BAERMAN, will be
despatched at the above Port on WEDNESDAY, the 30th instant, at 4 p.m.

For Freight or Passage, apply to
STEIMSEN & Co.
Hongkong, November 28, 1887. 2312

NAVIGAZIONE GENERALE
ITALIANA & ROTATING UNITED COMPANIES.)

STEAM FOR
SINGAPORE, PENANG & BOMBAY.
Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, (MIGHORN),
and GENOA; also to MARSEILLES,
all MEDITERRANEAN, AFRICAN, LEVANTINE
and SOUTH AMERICAN Ports, up to
CALLAO. Taking Cargos at through rates
to MADRAS, PERSIAN GULF, and
BAGDAD.

The Co.'s Steamship
"Sura,"
Capt. D. MARCHI, will be
despatched as above on
TUESDAY, the 1st December, at Noon.
At BOMBAY the Steamers are discharging
in Praya's Docks.

For further Particulars regarding Freight
and Passage, apply to
GARLOWITZ & Co.,
Agents.

Hongkong, November 28, 1887. 2314

FOR SINGAPORE, HAVRE AND
HAMBURG, VIA SUEZ CANAL.

(Taking Cargos at through rates to
ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL
'and BREMEN.'

The Steamship
"Indonesia,"
Capt. L. VONMAYER, will be
despatched for the above Ports on WEDNESDAY, the 7th
December, at 11 a.m.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, November 28, 1887. 2315

AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PINANG, COLOMBO,
BOMBAY, ADEN, SUEZ, PORT
SAID, BRINDISI AND TRIESTE.
(Taking Cargos at through rates to CAL-
CUTTA, MADRAS, PERSIAN
GULF, BLACK SEA, LEVANT and
ADERIATIC PORTS.)

The Co.'s Steamship
"Pentaur,"
Capt. G. MEURA, will be
despatched as above on
SATURDAY, the 10th Proxime, at Noon.

For further Particulars regarding Freight
and Passage, apply to the Agency of the
Company, Praya Central.

O. BACHRACH,
Agent.
Hongkong, November 28, 1887. 2319

ZETLAND LODGE.
No. 525.

A Regular MEETING of the above
LODGE will be held in FREEMASONS'
HALL, Zetland Street, on SATURDAY
NEXT, the 3rd December, at 8.30 for 9 p.m.,
precisely. VISITING BRETHREN are cordially
invited.

Hongkong, November 28, 1887. 2315

NOTICE.

THE Undersigned has been Appointed
SUPERINTENDENT of the PENINSULAR
AND ORIENTAL STEAM NAVIGATION
COMPANY'S BUSINESS, in China.

E. L. WOODIN,
Hongkong, November 28, 1887. 2316

NOTICE.

M. R. YEE ON, having LOST THE FIRST
OF EXCHANGE OF a BANK BILL
for \$150, drawn at VEGETABLE CHEK
BRANCH of the BANK of NEW SOUTH WALES,
at 30 days sight on London Office of that
Bank, requests any one to whom the First
of Exchange is presented to REFUSE to buy
the same.

Hongkong, November 28, 1887. 2317

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT
SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTO PORTS;

ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Chargé can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 28th day of October, the Company's
Steamship BAYER, Capt. R. SANDERS,
with MAIRS, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at GENOA.

Shipping Orders will be granted till
noon, 4 p.m., Specie and Parcels until 3
p.m. on the 24th December. (Parcels are
not to be sent on board; they must be
left at the Agent's Office.) Contents and
Yards of Packages are required.

The Steamer has ample accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to
MELOCHE & Co.,
Agents.

Hongkong, November 28, 1887. 2311

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

ALICE DAWN, Hawaiian brig, Captain J.
Phillips.—Wielor & Co.

ASIA, British ship, Captain Thos. R.
Anderson.—Alphold, Karberg & Co.

BENO SWELL, American ship, Capt. S.
R. Clines.—Pustau & Co.

VULDURY, British barque, Capt. R. Mar-
tin.—Pustau & Co.

SHIPPING REPORTS.

The American steamer City of Rio de
Janeiro reports: Sailed from San Fran-
cisco October 21st, at 4.05 p.m. Arrived at
Yokohama November 18th, and sailed for
Hongkong November 21st, at 5.32 a.m.

Arrived at Hongkong November 26th, at
11.44 p.m. Time 5 days, 19 hours and 34
minutes.

The British steamer Zafiro reports: Left
Maula at 4 p.m., on the 22nd instant, had
strong mons. and high confused sea to
Amoy. From Amoy on the 26th instant,
had moderate monsoon and fine weather to
port on the 27th instant.

POST OFFICE NOTICES.

MAILS will close—

For SINGAPORE.—Per Dantara, at 1.30 p.m., on Tuesday,
the 29th inst.

For STRAITS & CALCUTTA.—Per Tassar, at 2.30 p.m., on Tuesday,
the 29th inst.

For SHANGHAI.—Per Kwung Lee, at 3.30 p.m., on Tuesday,
the 29th inst., instead of as previous-
ly noticed.

MAILS BY THE FRENCH PACKET.

The French Contract Packet Natal
will be despatched on TUESDAY,
the 29th instant, with Mails for the
United Kingdom, Europe, and places beyond,
and Marseilles, to Saigon, Straits
Settlements, Batavia, Burman, Ceylon,
the Australasian Colonies, Pondicherry,
Madras, Calcutta, Aden, Mauritius,
Egypt, Malta, and Gibraltar.

November 28.—

Jacob Christensen, Norwegian steamer,
1,107 G. D. Bjørk, Kutchin Nov. 24,
Co. MITTSU BASSAN KAISHA.

Yankee, British steamer, 814, T. W.
Starling, Shanghai November 25, General
—SIEMSEN & Co.

DEPARTURES.

November 27.—South American, to New York.
Forwards, for Coast Ports.

Adon, for Hoihow and Pakhoi.
Marie, for Haiphong.

Dedona, for Singapore and London.

November 28.—Boulevards, for Singapore and London.
Isaac Royal, for New York.
Actis, for Hoihow and Pakhoi.
Prian, for Shanghai.
Don Juan, for Amoy and Manila.
Cyclops, for Shanghai.

Victoria, for Saigon.

OLEARIED.

Dendre, for Haiphong.

Arlie, for Port Darwin and Sydney.

Clementry, for Sourabaya and Sylicy.

King Beng, for Swatow and Bangkok.

Norden, for Nagasaki.

Socorro, for Hoihow and Pakhoi.

Triumph, for Hoihow.

Xiang Lee, for Shanghai.

Haiphong, for Coast Ports.

PASSENGERS.

Arrived.—Per City of Rio de Janeiro, from San
Francisco, Misses A. G. Rowland, R. A.
Contor, Gilbert, and 392 Chinese.

Per Zafiro, from Manila, Capt. Mr. L. A.
Bretto and servant, Mr. J. M. Elizalde
and servant, and 8 Chinese.

Per Cyclops, from Liverpool, &c., Mrs.
Hawes, mother and 2 children, Mr. Drury,
Captain Louvergne, Messrs. Lockhart and
Stuart, and 99 Chinese.

Per Star, from Singapore, 150 Chinese.

Per Natal, for Hongkong, 150 Chinese.
Hai, Mr. and Mrs. Russell, Miss Davis, Mr.
and Mrs. Roselock, Mr. and Miss Yates,
Misses Shearwood, Scott, Lehman, Cline,
Hutchinson, Pope, Crane, Nygaard, Berg-
mann, and 4 Chinese, from Yokohama,
Messrs. Wright, Board, Folke, for Saigon;
33 French marines; for Singapore, Mr. Dul-
chet; for Marseilles, Messrs. Fallo, Fallu
de la Barrière, and maid servant, Messrs.
Lapuan and Henry; for Marseilles,
Mr. and Mrs. Kouroube, Mr. and Mrs.
Sakurai and infant, Misses Watanabe, Fos-
sava, Osawa, and Yokozawa.

Per Yangtze, from Shanghai, Mrs. and
Miss Hirschfeld, and 18 Chinese.

DEPARTED.

Per Forwards, for Coast Ports, 1 Euro-
pean, and 300 Chinese.

Per Anton, for Hoihow, 20 Chinese.

Per Actis, for Hoihow, 25 Chinese.

Per Dedona, for Singapore, 6 Euro-
peans, and 301 Chinese.

Per Pirita, for Shanghai, 12 Chinese.

Per Boulevards, from Amoy, 4 Chinese.

Per Preussen, from Yokohama; for Singa-
pore, Messrs. Shimano, Uehi, and K. Tanaka;

for Bremen, Messrs. K. Nishimura, T.
Nakajima, S. Goh, F. G. Müller, and Capt.
Peterson; for Southampton, Mr. Tokyo
Chob; from Nagasaki; for Singapore, Mr.
H. G. von Glasenapp.

From Shanghai; for Genua, Mr. A.
Boskowitz; for Southampton, Mr. S. H.
McColister; for Gippsland, Mr. C. R. Rundell.

Per Don Juan, for Manila, Messrs. E.
Pirro Brieza, C. Cubalibar, G. Abella, J.
Moutot, and 100 Chinese.

Per Cyclops, for Shanghai; 6 European,
and 1 Chinese.

Per Victoria, from Saigon, 12 Chinese.

Per Dedona, from Amoy, 4 Chinese.

Per Preussen, from Yokohama; for Singa-
pore, Messrs. Shimano, Uehi, and K. Tanaka;

for Bremen, Messrs. K. Nishimura, T.
Nakajima, S. Goh, F. G. Müller, and Capt.
Peterson; for Southampton, Mr. Tokyo
Chob; from Nagasaki; for Singapore, Mr.
H. G. von Glasenapp.

From Shanghai; for Genua, Mr. A.
Boskowitz; for Southampton, Mr. S. H.
McColister; for Gippsland, Mr. C. R. Rundell.

Per Don Juan, for Manila, Messrs. E.
Pirro Brieza, C. Cubalibar, G. Abella, J.
Moutot, and 100 Chinese.

Per Cyclops, for Shanghai; 6 European,
and 1 Chinese.

To DEPART.

Per Arlie, for Thursday Island, Mr.
Joseph Harry; for Cooktown, Mr. Chas.
Smits; for Sydney, Messrs. T. Crawford,
Alex. Ross, Fred. Johnson, John Matheson,
John Owens, H. M. C. Bride, M. G. Col-
man, W. Sidlow, D. M. C. Craig, A. Dona-
chic, Alex. Miller and B. Wechter.

Per Danube, for Haiphong, Mrs. Barrer
and maid, Mr. and Mrs. Dugregg, M.
Benoit (Resident), Capt. in Claverie, Lieut.
Croz, Messrs. Mouillard, Daniel, Baneat and
R. Lang, and 15 Chinese.

Per Socorro, for Hoihow, 100 Chinese.

Per Triumphant, for Hoihow, 30 Chinese.

Per Kiang Lee, for Shanghai, 40 Chinese.

Per Haiphong, for Coast Ports, 100 Chi-
nese.

Per Natal, from Hongkong; for Saigon,
Messrs. Ly Ng Sang, Ng Sem, Ng Kit Kee,
and 5 Chinese; for Singapore, Hon. C. P.
Chadwick and servant, Mr. A. M. Price and
servant, Messrs. T. Brown and J. Brown;
for Colombo; Mr. Chaplin; for Calcutta;
H. E. Bithur (French Minister); and serv-
ants, Colonel Tissery, Mr. Francis (Resident),
and Mr. Laurier (Resident); for
Marselles, Captain P. Favale, Lieut.
Colonel and Mrs. Page, Messrs. Anthon D.
Dullop, Mr. Baxter Chaffey and servant,
and Mr. Ballaville (Resident). From Shang-

hai: for Saigon, 33 French marines; for
Singapore, Mr. Dechet; for Marselles,
Messrs. Hague, Fallu de la Barrière, Fallu
Kohama; for Saigon, Mrs. de Bourdon
and maid servant, Messrs. Lipiat and
Tchouka; for Marselles, Mr. and Mrs. Tchou-
ka and infant, Mr. Kouroube, Mrs. Kourou-
be and infant, Mr. and Mrs. Sakurai and
infant, Mr. and Mrs. Watanabe, Fossoya, Ossaka
and Yokozawa.

is but now producing exactly the effects
which Mr. Chadwick said it would do

to go down and try to stop the leak, my idea being to shore up against it and stop the water in that way. The engineer went down but came back and reported that the hole was below the cargo and that nothing could be done to stop the leak. I then cried out to the colliding steamer that our vessel was sinking, and asked to be towed into shallow water, as we were then anchored in eleven fathoms. No reply was made. I then ordered the carpenter to sound the pumps. Three feet of water was found to be in the hold. I next directed the chief officer to clear away the boats, which he did as quietly as possible and lowered them down with the rail. I had the pumps again sounded, when ten feet of water was found in her. I could see by this time she was settling down fast, and I ordered all hands to get into the boats and save themselves. We had only just shoved off from the side when she went down by the stern, within thirty-five minutes after being struck. Two of the boats pulled for the shore, and I looked round for the colliding steamer with my boat. I saw her at some distance anchored on our starboard side. I pulled over to her to ascertain what steamer it was and found that she was the *Crusader* of Glasgow. I went on board and remained on board all night. I was treated with every kindness by Captain Ogston and his good lady.

By Commander Buckner.—The crew went on shore, where they remained all night.

By the President.—I was first roused by hearing the report of the watchman that a steamer was coming down upon us. The *Killarney* is a total loss, being sunk in eleven fathoms of water. When I first saw the steamer she was about forty to fifty feet off. There were only two other ships in the harbour besides the *Killarney*, two sailing vessels, and the nearest was a mile from us. If they had tried to hit the *Killarney* and sink her, they could not have done it better or nearer. I was on deck in less than a minute after I was aroused. I jumped out in my shirt. I got no answer to my half to be taken in tow. The *Crusader* was then about 100 feet away. She disappeared altogether for some time, and I did not see her again till I was in the boat. I can't say I observed anybody on board the *Crusader*, but I heard voices. We lost our oars, having no time to get our log or anything. By the time we got the boats out it was time to get into them.

By Commander Buckner.—I have got a chart of the place, which I produced. We were heading to the North-west at the time of the collision. There was little or no tide, it being just high water.

By Captain Metcalfe.—The anchor light was hung on the fore-stay and was quite visible all round. It remained visible for some hours after the vessel sank.

It was a beautiful night, calm and clear. The *Killarney* had four bulkheads, one forward, one aft and one on each side of the engine-room. The *Crusader* struck us abreast, the engine-room bulkhead. We took no measures to stop the water from the outside. There was no means of doing so; we had no time. It was the after hold that we sounded. We did not sound any of the other compartments. There was no water in any of the other compartments. Our sluices were examined a short time previously and were always kept in working order. I should think the *Crusader* had about three or four knots of speed when I saw her. The blow was pretty heavy. The *Crusader* has a straight stem.

By Commander Buckner.—The forestay light was about twenty feet above the upper deck. It could be seen all round the horizon.

By Capt. Metcalfe.—I drew the attention of the people on board the *Crusader* to our light afterwards.

By Capt. Coulter.—I could not say that the *Crusader* had her mast-head and side lights up. I could see somebody on the bridge, but I heard somebody repeat the words "She's sinking." She backed off immediately after striking us and was out of sight for some time.

By the President.—All my men were on deck almost immediately after I came on deck. The mate gave them the orders. I am quite satisfied with the conduct of my officers and crew; they did their utmost.

By Commander Buckner.—The *Crusader* sent a boat alongside, but nobody came on board.

John Ferguson, recollect.—I gave the crew orders to turn out as soon as I heard the order from the captain. This was after I had been over the side. The crew were all on deck in about six minutes after the collision, and I set them to turn the boats out.

The crew consisted of the boatswain, carpenter, four quartermasters and six sailors.

There were twelve firemen. There were twenty-nine Chinese and the ship's company numbered 36, all told. Nearly everybody was employed in turning the boats out. We were working at b' t' boats at the same time. The third boat was hanging in the davits. There was no attempt made to put a sail or anything over the hole outside the ship. There was no word of doing so.

By Commander Buckner.—There were two common hand pumps, one for the fore-hold and the other for the after-hold. There would be no good in trying to pump the water out. The steam was not up.

John Washington—I held a first-class engineer's certificate. I was chief engineer of the *Killarney*. On the night of the collision I was in bed asleep and was awakened by hearing the Captain singing out "reverse." Shortly after I fell a sleep. I then heard the Captain calling out to sound the after-hold and see what water there was. I took the rod and sounded the hold, and found about three feet of water. I reported this and then went into my room to put my pants on. When I came back again the Captain asked me to go below and see if anything could be done to stop the leak. I went down and found that the cargo was above the hold so that we could not get at it. I told the second engineer to stink the tunnel door. I then assisted to clear away the life-boats. As soon as the boats were out we had to take them. It was inside of ten minutes after the boats shored off when the ship went down. We had no steam up, the fires were all out. The after-hold was about ninety-eight feet long. Last time I looked down after the hatchway I should say there was about twelve feet of water in the fore part of the after-hold, but as she was settling down by the stern there would be more water aft. That was several minutes before we left.

By Commander Buckner.—The water was in possession of the money and that he went to Gage Street and that he received certain debts he had contracted there, and the prosecution actually brought Miss Woodlieff to prove that the cash she received was actually the coins taken by Watson. If he paid away the money to those people he could not have paid it to Roy. I maintain that the evidence against Roy is practically nil. He was arrested, and after the affair was investigated by the police he was discharged. But upon this telegramized on a confession extorted from Watson while under the influence of liquor, he was re-arrested. The statement that Watson paid the money to Roy to purchase a passage to Manila has been contradicted, and Watson himself has told us that he was going to Shanghai. If he handed the money over to Miss Woodlieff, how could Roy have received it? The Supreme Court will take into consideration the objection I have made that Roy is entitled to a separate trial and that Watson could be put in the box to rule that the confession was extorted under the influence of liquor. I maintain that there is no case against Roy and that of any rate the fall should be reduced rather than made prohibitive. Roy has been in the army and is entitled to a pension and he is only too anxious to clear his character. Even if no half were required he would appear in the Supreme Court to clear up his character.

Mr. Johnson said he must wait in it's application for an increase of the bail.

Mr. Webber.—If the Crown insist upon additional bail, it is simply fixing a sum which man in the position of Roy is not able to obtain.

\$1,000 is certainly ample for his appearance. The first prisoner is only charged with stealing property to the extent of \$200, and the Official Administrator stated that some of the money had been handed back to him.

Mr. Johnson.—That was in connection with other property.

His Worship said the prisoner would be allowed out on his obtaining two sureties of \$750 each or an equivalent to this.

THE COMING REGATTA.

The first stage of the training is now nearing its close. This year there has been a change in the mode of training, or rather what the law *a tempore* occurs.

That the condition did not admit of any steps being taken on board the *Killarney*.

I saw the second engineer going with the rod to the after-hold, but not on the second occasion. I don't know what water was found in the hold. The aliances were kept closed in harbour. In harbour one of the quarter-masters kept watch on the quarter-deck and the other on the main-deck, occasionally going on the bridge. The *Killarney* had no port deck. My cabin was on the port side.

By Commander Buckner.—The bulkheads were thoroughly watertight. I considered that if the after compartment was full of water it would be sufficient to sink the ship.

By Captain Metcalfe.—Our riding lamp was a plain globe light. It would be visible at least a mile off. I did not take any notice of any lights on the *Crusader*.

John O'Neill—I hold a second mate's certificate. I was second mate of the *Killarney* on the night of the collision. I was sleeping in my bunk that night when I was awakened by hearing the Chief Officer ringing out to the *Crusader* to reverse. I

went out directly. Before I got on deck the collision took place and partly knocked me off my feet. I went to the gangway about the after-hatch and lowered the Chief Officer over the side to see what the damage was. He said the vessel was cut five or six feet above the water and under the water he could not see. He said there was no chance of saving the ship as the water was pouring in. The Captain then gave the order to the chief officer to clear away the life-boats and lower them level with the rail. The Chief Officer did this. I went forward at the same time to clear away the life-boats. The two forward life-boats were lowered, and asked to be lowered into shallow water, as we were then anchored in eleven fathoms. No reply was made. I then ordered the carpenter to sound the pumps. Three feet of water was found to be in the hold. I next directed the chief officer to clear away the boats, which he did as quietly as possible and lowered them down with the rail. I had the pumps again sounded, when ten feet of water was found in her. I could see by this time she was settling down fast, and I ordered all hands to get into the boats and save themselves. We had only just shoved off from the side when she went down by the stern, within thirty-five minutes after being struck. Two of the boats pulled for the shore, and I looked round for the colliding steamer with my boat. I saw her at some distance anchored on our starboard side. I pulled over to her to ascertain what steamer it was and found that she was the *Crusader* of Glasgow. I went on board and remained on board all night. I was treated with every kindness by Captain Ogston and his good lady.

safety of his crew, and that the ship was sinking so rapidly prevented anything being done towards saving her.

We find that no blame can be attached to the Captain and crew of the *Killarney*.

THE GOVERNMENT CIVIL HOSPITAL CASE.

The hearing of the case against Watson and Roy, lately wardmasters in the Government Civil Hospital, was concluded at the Magistrate's court today, before Mr. Wodehouse.

Mr. Johnson, Crown Solicitor, appeared for the prosecution, and the prisoners Roy was defended by Mr. Webber.

Hon. Alfred Lister said—I am Postmaster General. I remember the envelope shown to me is what I found in it. There was nothing else within the cover. I forwarded the letter to Captain Deane. I opened it by order of the Government.

By Mr. Webber.—The order to open it is at the Colonial Secretary's Office. There is an Ordinance empowering the Government to grant a warrant to open letters. I read the letter and sent it to Captain Deane. It arrived about 7 a.m. on the 4th November. The first I heard of it was when a policeman came to the door to call me. I then sent it up to Captain Deane.

Lockhart (stroke) I was in a bad way this year. Stewart does not intend to row, so honour has it.

Duncan (2) More (bow)

—a very strong combination which will require a good deal of beating. There is a rumour that another English crew will be got up and will try conclusions with the one already picked before the Regatta. Scotland is in a bad way this year. Stewart does not intend to row, so honour has it.

Lockhart (stroke) I was in a bad way this year. Stewart does not intend to row, so honour has it.

Duncan (2) More (bow)

but as Lockhart is new to stroking, though he has had some practice as stroke of his Chairman's crew, and the rest of the crew are griffins, he probably is very much against Scotland making a fifth win; the Scotch having already won four years in succession.

The Irish crew are working hard. They are fortunate in having Dr. Thompson for stroke. The remainder of the crew, Saunders (3), Osborne (2), Little (bow), especially No. 3, want a good deal of coaching. If they get into good form, Thompson's stroke ought to bring them very near victory. I am sure every one will be pleased to see the stars and stripes represented in a Club Race for the first time in the annals of Hongkong rowing. The American crew are—

Connor (stroke) Withers (3)

Thompson (2) Duer (bow)

and, as they have been rowing regularly and improving in form during the whole of the training, they will be very formidable opponents. The Dames are a very likely looking set. They are—

Skitt (stroke) Neilson (3)

Melby (2) Neilson (bow)

—They pulled together during the summer months, and continued their practising regularly until No. 2 hurt his hand. Their stroke seems wanting in dash, but it will not do to accuse that necessary quality before the Regatta on the 16th and 17th December. The German crew—

Friedrichs (stroke) G. Lamert (3)

T. Lamert (2) Götz (bow)

are very much fancied. In fact they and the English crew are the favourites. Friedrichs is rowing well this year, and, if he pulls, using head as well as physical power, the country where grows the *kornblume* will just about carry off the international trophy.

With regard to the Chairman's Cup; it looks like a very open race, but Friedrichs' crew is much strengthened by Jameson having taken Kribble's place, and if Hayllar, as some say he intends to, takes Dennis instead of Gow, who is laid up, the aspect of affairs will be so modified that the race before so open will be almost a gift for Hayllar's crew.

Mr. Webber.—He had plenty of opportunity to call for it. He was at liberty till 5 o'clock in the afternoon.

Mr. Johnson said it was true he was sent to Captain Deane and released, but he had little opportunity of calling for a letter in the interval.

His Worship—I commit the case—for trial.

Mr. Webber asked if his Worship considered that there was a *prima facie* case against Roy.

His Worship.—Yes, I consider there is a prima facie case.

Mr. Webber.—Then I reserve my defence.

Mr. Johnson said he thought the amount of bail ought to be doubled. As the case had been heard from day to day, stronger evidence had been brought out against Roy.

Mr. Webber.—There is one fact which I thought should have dispelled all idea of a *prima facie* case.

Roy was arrested at 10 o'clock and he was released at 3 o'clock.

A telegram was then received from Canton that Watson was arrested and Roy was impeached.

Mr. Johnson said Roy was arrested on the day the letter was received. He was under arrest at 10 o'clock in the morning and had not an opportunity of calling for a letter in the interval.

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Roy was arrested at

Mails.

Mails.

Intimations.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUZ,
PORT ELIZABETH,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
LONDON, HAVRE, BORDEAUX,
DUNKIRK, AND ANTWERP.

() AT TUESDAY, the 20th November,
at Noon, the Company's Steamship
NATAL, Commanded by S. C. COX, with MAILED
PASSENGERS, SPECIE, and CARGO,
will leave this Port for those places.
Cargo and Specie will be registered to
London, as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m., on
the 23rd November. (Parcels are not to be
sent on board; they must be left at the
Agents' Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, November 16, 1887. 2238



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, MARSEILLES, GIBRALTAR,
BRINDISI, ANCONA, VENICE,
TRISTE, PLYMOUTH,
AND LONDON.

ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
TRISTE, HAMBURG, NEW YORK
AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENTINULAR & ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
MALWA, Captain G. W. ATKINSON, with
Her Majesty's Missis, will be despatched
from the port of LONDON, via BOMBAY
and SUEZ CANAL, on TUESDAY, the
6th December, at 4 p.m.

Cargo will be received on board until
10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office
until Noon on the day of sailing.

To Silk and Valuables for Europe
will be transhipped at Colombo; Gen-
eral Cargo for London will be conveyed
via Bombay without transhipment, arriving
one week later than by the ordinary direct
route via Colombo.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENTINULAR & ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passengers desirous of insuring their bag-
gage do so on application at the Com-
pany's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, November 25, 1887. 2290

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
RIO DE JANEIRO will be despatched
for San Francisco, via Yokohama, on
SATURDAY, 10th December, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fare granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return, } \$30.00
available for 6 months ...
To Liverpool ... 333.00
To London ... 333.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Circular Invoices to accompany Cargo
destined to points in the United States
should be sent to the Company's Office,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 22nd December.

All Parcels must be sent to our Office
and should be marked to address in full;
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to

ADAMSON, BELL & CO.,
Agents.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship OCEANIC will be
despatched for San Francisco, via
Yokohama, on THURSDAY, the 1st
December, at 3 p.m.
Connection being made at Yokohama
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 6 p.m. the
day previous to sailing.

First-class Fares granted as follows:—

To San Francisco ... \$200.00
To San Francisco and return, } \$30.00
available for 6 months ...
To Liverpool ... 333.00
To London ... 333.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Passengers who have paid full fare,
re-embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, November 16, 1887. 2238

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship PARTHIA,
3,167 Tons Register, ARNOLD
Commander, will be despatched for VAN-
COUVER, B.C., via KOBE and YOKO-
HAMA, on FRIDAY, the 23rd December,
at 3 p.m.

To be followed by S.S. ABYSSINIA,
on the 27th January, 1888, and S.S.
BATAVIA, on the 25th February, 1888.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with San Fran-
cisco by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver Mex. ... \$160.00
To Victoria and San Francisco 175.00
Total common points in Can. 200.00
ada and the United States } 300.00
To Liverpool ... 300.00
To London ... 305.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Circular Invoices to accompany Cargo
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and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to

ADAMSON, BELL & CO.,
Agents.

Hongkong, November 25, 1887. 2303

TO LET.
TO LET.

ROOMS in 'COLLEGE CHAMBERS'.
Apply to

DAVID SASOON, SONS & CO.

Hongkong, May 20, 1887. 594

TO LET.

(With Immediate Possession.)

TWO DESIRABLE RESIDENCES situated
in Caine Road, West end, Terrace
opposite to Rose Villas.

Apply to

No. 14, CAINE ROAD,

Hongkong, October 31, 1887. 2130

TO BE LET.

(With Immediate Possession.)

ONE DESIRABLE RESIDENCE situated
in Caine Road, First and Second Floors
of Marine House.

BISNIE'S VILLA, POKELOM, *

A GODOWN, at BOWLINGTON.

Apply to

SHARP & CO.,
Estate Agents.

Marine House.

Hongkong, October 17, 1887. 2025

TO BE LET.

(With Immediate Possession.)

WITNESS BOOKS.

(In English and Chinese.)
WITNESS BOOKS, for the use of
Ladies and Gentlemen, can now
be had at this Office. Price, \$1 each.

ONLY MAIL OFFICE.

Hongkong, November 3, 1887. 2159

Mails.

Intimations.

THE CHINA REVIEW.
PUBLISHED BI-MONTHLY,
TENTH YEAR.

THIS Review, which was intended to meet

the wants of many students of Chinese

caused by the discontinuance of 'Notes and

Querries on China and Japan,' has reached its

Fourteenth Volume. The Review discusses

topics which are uppermost in the

minds of students of the Far East; and

about which every intelligent person con-

nected with China or Japan is desirous of

acquiring trustworthy information. It in-

cludes many interesting Notes and original

Papers on the Arts, Sciences, Ethnology,

Folklore, Geography, Literature,

Mythology, Natural History, Antiquities,

and Social Manners and Customs, etc., etc.,

of China, Japan, Mongolia, Tibet, and the

Far East generally. Recently a new de-

parture has been taken, and the Review now

gives papers on Trade, Commerce, and

Descriptive notes of Travel by well-known

writers. It was thought that by extending

the scope of the Review in this direction,

the Magazine would be more generally useful.

The Review department receives special

attention, and endeavours are made to

present a careful and concise record of

Literature on China etc., and to give

critiques embodying sketches of the Most

recent works on such topics. Authors and

Publishers are requested to forward works

to 'Editor, China Review, care of China

Mail Office.'

The Notes and Querries are still continued

and form an important means of obtaining

information on obscure points.

The Correspondents' column also affords

further and greater facilities for the inter-

change of news and discussion of various

topics.

Original contributions in Chinese, Latin,

or any of the Modern Languages are re-

ceived. The papers are contributed by the

members of the various Consulates, the Im-

perial Customs, and the Royal Geographical

Society. The regular contributors are Drs. Chalmers,